

LOOKING FORWARD TO IDEAL TOUR'S GREATEST YEAR

Experiments Made Comparing Vitality of Steel With Other Types.

rage to the wire wheel comes in the form of weight, while the American wheel suffers from the lack of it. The English wheel might be expected, being stronger in either the American wire spokes, despite the fact that it is compared with the American product. An oak wheel tested before the American Association of Steel Manufacturers, No. 232 when deflection of a blow corresponding to the fourth of this test was multiplied by the weight of the wheel, gave a figure with the table herewith with the criticism against the use of oak are clearly justified. The use of steel is the only one that is one of the reasons which may be advanced for the great popularity of the wire wheel in the United States. The English wheel has the same advantages in a climate such as that of England the liability of hickory to warp and break is not used in wire wheels estimated there, there is only one logical reason for the use of oak and that is the wire type, the oak wheel is the only one that the question, due to extreme inferiority.

This trip has been known as such for several years. It was a combination of routes made up so that the automobilist could see some of the most interesting and a dozen days an attractive country, one which appeals because of the views and the scenery. The route is so planned out so that each day's travelling might find the motorist near a hotel where accommodations would be of the worth while kind.

The booklet of the Ideal Tour covers the situation this way: "The Ideal Tour is the natural outcome of the demand by the touring motorist for the best route through New England, which should include the varied scenery of the mountains and valleys of the region."

A thousand miles so arranged that the motorist enjoys the best New England roads offer it every traveler over the best New England roads and stops at the best New England hotels.

Minor changes have been made, in some instances in places where a change of routes might be had. A convenient

Section 2 From the south side of Third street to the north side of Fifth street, wearing a stone pavement on concrete foundation, practically in accordance with the specifications of the Borough of Brooklyn.

Section 3 From the north side of Fifth street to the north side of Seventh street, vitrified shale block pavement on concrete foundation.

Section 4 From the north side of Seventh street to the north side of Ninth street, sheet asphalt pavement with close bond on concrete foundation, laid in accordance with the standard specifications of the borough.

From the south side of Eleventh street to the south side of Thirteenth street, wearing a sheet asphalt with asphalt laid on concrete.

sheet asphalt with cushion binder on concrete foundation, laid in accordance with the standard specifications of the board.

Section 5. From the north side of Ninth street to the south side of Eleventh street, rock asphalt blocks on a concrete foundation.

Section 6. From the south side of Thirteenth street to the south side of Fifteenth street, wood block pavement on a concrete foundation, laid in accordance with the standard specifications of the board.

Section 7. From the south side of Fifteenth street to the south side of Seventeenth street, asphalt block pavement on concrete foundation, to be laid with blocks having a water absorption test of 60 per cent. instead of the 15 per cent. provided for in the standard specifications.

Section 8. From the south side of Seventeenth street to the south side of Nineteenth street, three sections as follows: Australian wood blocks, with bituminous filler and expansion joints; short bed blocks, treated with sixteen pounds of

A detailed black and white topographical map of New England, showing the states of Maine, New Hampshire, Massachusetts, Connecticut, and Rhode Island. The map features numerous cities, towns, and villages, as well as major roads and rail lines. The Atlantic Ocean is visible to the east, with Cape Cod and Nantucket Island clearly marked. The map is oriented with North at the top.

Section 2. From the south side of street to the north side of Tenth Avenue, sandstone pavement on concrete foundation, practically in accordance with the specifications of the Borough of Lyn.

Section 3. From the north side of street to the north side of Seventh Avenue, vitrified shale block pavement on concrete foundation, in accordance with the specifications of the Borough of Lyn.

Section 4. From the north side of street to the north side of Ninth Avenue, sheet asphalt pavement with close joints on concrete foundation, laid in accordance with the standard specifications of the Borough of Lyn.

Section 5. From the south side of Eleventh Avenue to the north side of Thirteenth Avenue, asphalt with concrete foundation, in accordance with the specifications of the Borough of Lyn.

sheet asphalt with reinforcement under a concrete foundation, laid in accordance with the construction specifications.

Section 5. From the north side of the street to the south side of Eleven: a rock asphalt blocks on a concrete foundation.

Section 6. From the south side of street to the south side of the street: a street wood block pavement on a concrete foundation, laid in accordance with the construction specifications.

Section 7. From the south side of street to the south side of street: a concrete foundation, to be laid with linking a water absorption test of 0.01 and a water absorption test of 0.01 in the standard specifications.

Section 8. From the south side of street to the south side of street: a street wood block pavement, with Australian wood blocks, with brick blocks, treated with sixteen pou-

Putting the gasoline tank on the rear has made it possible to leg the running boards, the fuel line going under the front seat and the battery box being located under the body. A sweeping body curve at the back, similar to the lines of the Packard limousine, has given the open bodies a more roomier seat, the comfort of which is enhanced by a new design of three-quarter elliptic

Atlantic

constant improvement in roads of this section.

The autumn makes an especial appeal to many persons and it constantly increases in numbers. In September and October the gorgeous foliage of the hills and mountains, in their garb of red and yellow, attracts the tourist.

Richland
The season of 1912 several of the largest hotels will remain open very late in the fall to accommodate this patronage. The Elbow at Waterbury is open all the year. At Lenox, Hotel Aspinwall closes October 21, Iris House, November 1. The Rufino House at Manchester, Vt., closes October 15, and after that date no hotel remains open except the Britton Woods the Mount Washington which will remain open until October 21, and the Concord and Portland.

N. H.
N. H.
New Profile House, Profile House,
N. H.
The Mount Washington, Bretton Woods,
N. H.
The Mount Pleasant, Bretton Woods,
N. H.
Crawford House, Crawford Notch,
N. H.
Poland Spring House, Poland Spring,
Me.
Marston House, Poland Spring, Me.
Congress Square Hotel, Portland, Me.
Hotel North, Portsmouth, N. H.
Hotel Vendome, Boston, Mass.

3 MODEL, THE PACKARD 48

The oiling efficiency of the motor, it is said by the Packard folks, is increased about three times and fuel consumption is cut down.

A generator furnishes electric current for headlights of constancy and unusual power. All cars are equipped with a priming device for use when the motor fails to start on compression. The Packard windshield has been added to the standard equipment.

The line of body types includes touring, phaeton, runabout, limousine, landulet, motor 4 limousine, brought-in and coupe. The standard finish of the is open cars called for body and door panels in Packard blue striped with cream yellow. The black parts include bonnet, fenders and running boards except where which is cream yellow with black striping. All bright metal parts are nickel plated.

Going by way of Tuxedo a detour will be found for necessity between Mahwah and Suffern. This is not plotted and travellers should be careful to turn left at Mahwah under the railroad bridge, turn right at the end of the road, pass a cemetery and turning right at the end of the road, cross a bridge and bear right under the railroad, at once bear left and follow the road.

From Suffern there is a fine road to Newburgh, with the exception of about a mile of rough macadam and a quarter of a mile of rough dirt road entering Newburgh.

At Newburgh cross the Hudson on a ferry to Fishkill Landing. From Fishkill the route leads over nearly all State road to Poughkeepsie by way of Wappinger's Falls (follow route No. 62, tour book).

From Poughkeepsie to Hyde Park nearly all the distance is good macadam. On reaching Hyde Park, at about 6 1/2 miles from Poughkeepsie, another detour is necessary.



Turn right to East Park. Turn left at the end of the road and go straight on the main road. Turn left at a red sign, turn left at the end of the road and go straight on to the State road and follow the same route. No. 101 through Thinbeck, Red Hook, Blue Store and Hudson. Three miles from Hudson main road is worn for a distance of about two miles, then the travel is over good macadam through Stockport, with slightly rutty stretch entering Struysaan Falls. It is also rough and rutty for about one mile entering Kinderhook.

After leaving Kinderhook in excellent State macadam road may be followed through Shadok Centre to Henssler. From here there is a fair brick and macadam pavement to Albany.

Leaving the capital of the State follow fair pavement, passing the State House and running on Northern Boulevard for about one mile. At the end of the Northern Boulevard there is good asphalt and brick macadam through Cohoes, Waterford and Mechanicville. Very good macadam to Saratoga.

BROUGHAM ON PACKARD SIX CHASSIS.

**f There Are Dents or Scratches
He Learns of It by Mail
—Other Points.**

The soap is saved because the small pieces to be thrown away and there is no great amount of waste in putting the soap in a new cake. The soap is so plentiful latter. On the polished corner of the car the saving is chiefly noted, for the dissolved soap does not carry with it all the grit that is caught in a cake of the ordinary type, and hence the car's surface is not marred by lengthy and various scratches. On a car that has been washed by the old method it is quite common thing to see a series of scratches which very much resemble a design in Chinese lace.

cars within the last few months have shown rapid increase, a factory statement is, and the Buffalo factory is now

Decides for Simple Terms. When automobiles first were introduced the average buyer was about as competent to judge a car as he was a locomotive. He heard a lot of technical talk about valves, pistons, and the like. The Motor Car Company of St. Louis, in its advertising and in its personal sales talk, has been translating technical terms into everyday English for three years.

Now, St. Louis, the vice-president of the Moon company, has determined to cut out all involved and high sounding terms from the sales handbooks and tell the buyer what he ought to know for his own protection, before buying a car.